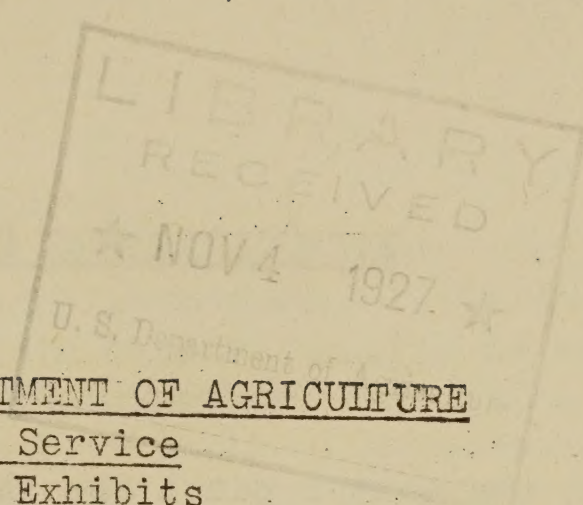


Historic, Archive Document

Do not assume content reflects current scientific knowledge, policies, or practices.

1-9
4 per
G.H.



UNITED STATES DEPARTMENT OF AGRICULTURE
Extension Service
Office of Exhibits

A Summary of the Exhibit.

FINANCING TRUNK ROADS

This pictorial exhibit illustrates the principle that trunk roads should be built by the State highway departments rather than by local or rural road units.

Specifications.

Floor space required - - width	10 feet.
depth	5 feet.
Wall space required.....	None
Shipping weight.....	294 lbs.
Electrical requirements.....	None.

FINANCING TRUNK ROADS

How it Looks

On the center panel are shown inserts of the sky lines of two large cities. Between these is a trunk highway which is being used by modern motor vehicle traffic. The road extends through the countryside between the two cities. Above is a farmer leaning forward with one foot upon a stump and feeling his foot with his fingers in an attempt to discover where the shoe pinches.

On the left panel is a map of Pennsylvania in white. Red lines of a width representing the volume of the traffic indicate the principal roads in the State. The size of the cities is indicated by the relative dimensions of yellow circles placed at the proper junction points of the traffic flow lines.

On the right panel is a map of Ohio in white with the traffic on the important State roads represented by yellow strips, and the interstate traffic indicated by a red portion of the bands of color. It is apparent from the figure that a considerable portion of the traffic on the main roads is interstate or foreign in origin and destination.

What It Tells

In 1846 Macaulay said: "That a route connecting two great towns, which have a large and thriving trade with each other should be maintained at the cost of the rural population scattered between them, is obviously unjust." These words are still true. Our main roads are still intercity arteries. That is why they should be built by the State with State taxes. Yet some farmers still think their taxes would be lower if all

roads were built by the counties.

One of the principal reasons for excessive farm taxes is the attempt of local governments to build trunk roads with local taxes. This results usually in an inferior type of road for the class of the traffic due to the inability of the smaller units of government to pay for expensive roads, or else if the roads are properly built, results in an excessively high cost which must be borne by the local tax units alone. All these difficulties are eliminated when trunk roads are built by State highway departments with efficient organizations and with money secured from State-wide sources.

The map of Pennsylvania is cited as an example on the left panel. The heavy traffic on the trunk roads is shown by red lines between the yellow circles representing the cities. This State is building these roads with a well organized highway department in control and with State funds.

The Ohio map on the right panel illustrates the large percentage of foreign or interstate automobile traffic which is characteristic of the traffic flow in most States. The need for Federal cooperation in the construction of interstate roads is apparent.

WHERE TO GET INFORMATION.

Information may be obtained free of cost upon application to the U. S. Department of Agriculture, Washington, D. C.

